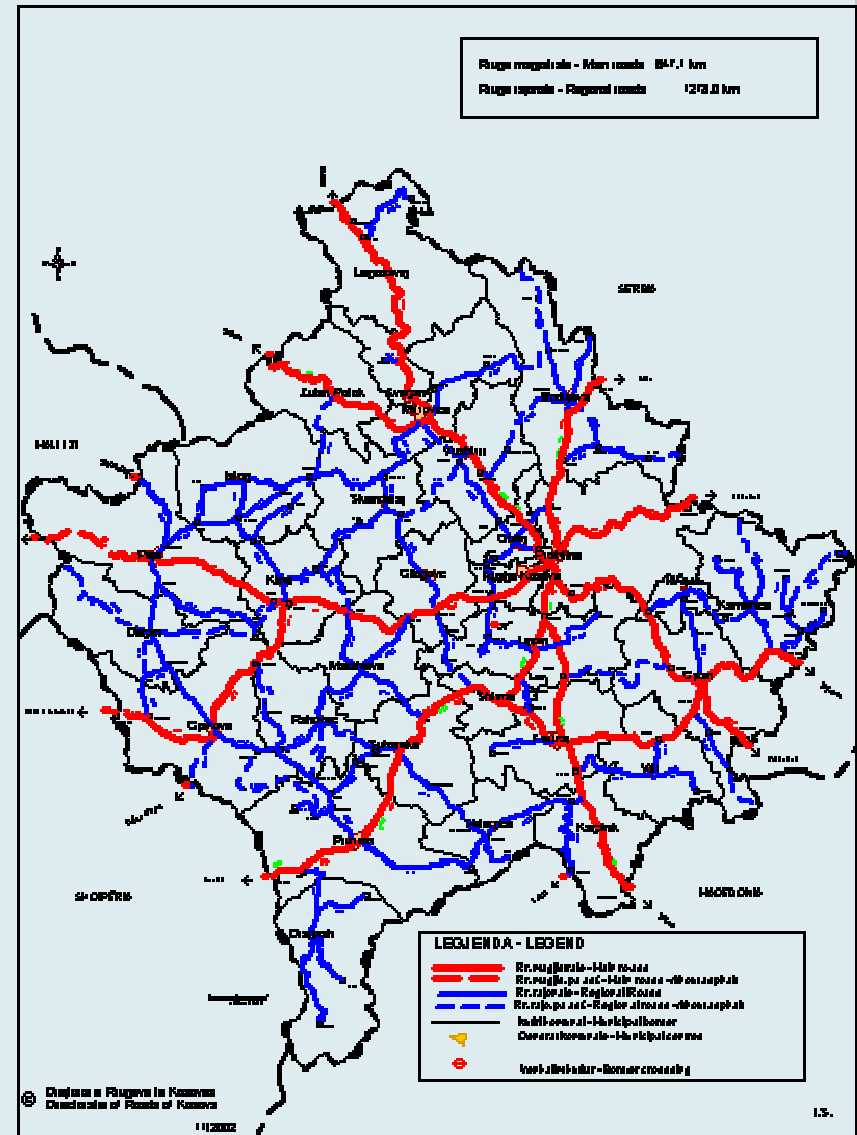




- Main roads
(647 km)
- Regional roads
(1287km)
- Local roads
(estimated 1800 km)
- Bridges: approx.
252





1. Recurrent Maintenance and Rehabilitation Program for Roads and Bridges

- Roads
 - Annual Summer and Winter Maintenance program (13 Million Euro, 2004)
 - Rehabilitation of 600 km. main and regional roads
- Bridges (according to Euro code)
 - Rehabilitation of 20 Bridges
 - Construction of 5 new Bridges



MTC with support of European Agency of Reconstruction and World Bank



2. Priority Projects for existing Main and Regional Roads

- ✓ Upgrading of the Existing Main Road M2 Prishtinë-Hani i Elezit-Macedonia with Additional Two Traffic Lane (Section Prishtina-Lipjan 12 Km) 12 milion Euro
- ✓ Upgrading of the Existing Main Road Main Road M2 Prishtinë -Mitrovicë with Additional Two Traffic Lane (Section Prishtina-Obiliq 14 Km) 15 milion Euro
- ✓ Upgrading of the Existing Main Road M9 Prishtinë-Peja with Additional Two Traffic Lane (Section Prishtina-Airport 15 Km) 15 milion Euro

3. Special Roads Projects

- ✓ Pristina Bypass in relation to traffic plan for Pristina
- ✓ Motorway Merdare (K/S border) – Pristina – Vermica (K/A border)
as Route # 7 within the SEE Core Regional Transport Network



- ✓ Improvements in Traffic Safety

The Market of the Roads Sector in Kosovo

- Market for Recurrent Maintenance and Rehabilitation Works (+ 25 million euro)
- Market for Special Roads Projects (Motorway, Bypass)
- Market for Traffic Safety Improvement
- Market for Technical Assistance & Services in specific fields





The Telecommunications Sector in Kosovo

Future:

MTC is an active participant in Stability Pact eSEE initiatives and adopted eKosova policy Decision to promote the development of Information Society in Kosovo.

MTC has undertaken all appropriate steps to ensure adaptation of Information & Communications Technology (ICT) and to establish a General Plan on ICT.

This plan defines decisions for the improvement of the provision of ICT services and identify of training needs. MTC will also establish the legal-regulatory framework for Information Services (for instance e-government, banking activity, encryption and other aspects). The plan will recognize the primary and central role of private providers of Information Services.

The Plan will establish the path that will send Kosovo toward Europe by ensuring technical and legal compliance of this sector with the equivalent sector of EU and USA.



The objective in Kosovo is to attract new investment via highest global standards

The key legislative initiatives

- Comprehensive telecom law (promulgated by SRSG on 12 May 2003)
- eCommerce law (based on UNCITRAL Model Law) – should be voted this month
- eSignatures law (based on UNCITRAL Model Law) – should be voted this month

Secondary legislative initiatives

- Intellectual Property Rights – draft now circulating
- Data Protection and Privacy law – draft now circulating
- Broadcasting Law (establishing the IMC) – to reflect new EU 2003 Directive



The comprehensive telecom law is fully compliant with EU Directives (1998)

Establishes an independent regulator for telecom

- Telecommunications Regulatory Authority (TRA)

Key PSP initiatives are “embedded” and have statutory timetables

- Three (3) major international competitive tenders (GSM, fixed & fiber optic)
- Tender for second mobile operator GSM 900/1800 MHz is in process
- Two (2) major public inquiries (further EU compliance & foster SME growth)

The TRA’s major “normative acts” required by the Law

- Schedule of fees (regulatory, penalty)
- Authorizations & license regime

Contents of the presentation – Kosovo Railways -



1. Existing Railway situation
2. Proposed projects: eight

1. Existing Railway situation

- ❑ Railways of Kosovo are in very unsatisfied situation
- ❑ Eventually investments in these projects will bring in “life” Kosovo Railways





1. Existing Railway situation





1. Existing situation - Railway network -

- ✓ North – South Line from station Leshak (border with Serbia) up to station Hani i Elezit (near border with FYROM): 147,747 KM
- ✓ East Line from station Podujevë (border with Serbia) up to station Fushë Kosovë: 45,198 KM
- ✓ West Line from station Fushë Kosovë (centre of Railway Network of Kosova) up to station Pejë: 81,262 KM
- ✓ West – South Line from station Klina till station Prizren: 58,436 KM



1. Existing situation - Technical Characteristics of Kosovo Railways -

NAME OF RAILWAY LINE	THE LENGTH OF RAIL			CATEGORY OF TRACK BASED IN UIC STANDARDS			NUMBER AND LENGTH OF			NUMBER OF LEVEL CROSSINGS	NUMBER OF POINTS	
	OPEN RAILWAY WITH PASSING TRACK KM.	OF STATIONS KM	TOTAL LENGTH KM	CATEGORY	AXIAL MASS t	LONGITUDINAL MASS t / m	TUNNELS No / m	BRIDGES No / m	CULVERTS No / m		SIMPLE POINTS	CRUCIFIED POINTS
LESHAK-F. KOSOVË - HANI I ELEZIT 165+200 UP TO 312+946,55	147,747	66,294	223,109	D - 3	22,5	7,2	13 / 2591	74 / 1976	301	104	252	30
PEJË – FUSHË KOSOVË 0+679,5 UP TO 81+941,5	81,262	21,511	103,753	C - 2	20,0	6,4	6 / 2423	22 / 607	241	70	79	1
KLINË – PRIZREN 0+396,3 UP TO 58+831,9	58,436	11,420	71,251	D – 3	22,5	7,2	2 / 738	11 / 255	139	52	44	/
				B – 1	18,0	5,0						
LIVADHI - BARDHOSH 84+400 UP TO 114+531 LIVADHI – FUSHË KOSOVË 114+531 UP TO 129+598	30,131 15,067	6,559	51,757	A	16,0	5,0	2 / 3268	7 / 150	78	31	23	/
				D – 3	22,5	7,2						
TOTAL	332,643	105,784	449,870				23/9020	115/2988	759	257	398	31



1. Existing situation – Track Maintenance -

- ✓ In war time some parts of railway track and bridges were destroyed
- ✓ Track maintenance is in very bad situation
- ✓ Now, all railway lines are repaired and ready for train traffic
- ✓ Detailed technical characteristics (see previous slide)



1. Existing situation – Signaling Equipments -

- ✓ **Before war, railway stations were protected by different types of signaling equipments**
- ✓ **During war:**
 - North – South Line equipments were not totally destroyed and could be repaired
 - Other lines equipments were totally destroyed
- ✓ **Present**
 - South Line equipments from Fushë Kosova up to Hani i Elezit repaired and are in operation
 - New equipment necessary on all other lines equipments



1. Existing situation – Telecommunications equipments -

- ✓ **Before war, communication between stations with center (Fushë Kosovë) was provided**
 - by cables at the line Leshak – Hani i Elezit
 - through air telecom lines in other railway directions
- ✓ **During war:**
 - Air telecom lines were totally destroyed + significant part of cables
- ✓ **Present**
 - UNMIK Railways have installed the Radio System Equipment, which covers the complete railway network of Kosovo



1. Existing situation – Rolling stock -

- ✓ Situation in rolling stock sector is not satisfactory. Before and during the war, Serbian authorities sent all locomotives to Serbia, mostly passenger and freight wagons
- ✓ Currently, UNMIK Railways have:
 - Four locomotives, type Di3, donation from Norway
 - Two locomotives, type 661, of General Motors
 - One locomotive, type 548, donation from Sweden
 - One motor train, type 668, donation from Italy
 - Ten passenger wagons and
 - 70 freight wagons
 - In 2004 ten passenger wagons donation from Sweden



1. Existing situation – *Passenger and freight traffic* -

- ✓ Present situation is not satisfactory
- ✓ 2002 facts:
 - 756.000 passengers
 - 321,351,00 Net ton of goods
- ✓ 2003 facts:
 - 711.706 passengers
 - 281,559,00 Net ton of goods



2. Eight proposed projects

There are many projects and ideas for development of UNMIK Railways

We mention some of them, which could be very significant for UNMIK Railways and some of them for Balkans countries too.



2. Overview of proposed projects

No	Name of Project	Time	Value
1	Master Plan of Kosovo Railways	2004	500,000.00 €
2	'Vegetables Train' Project	2004/2006	3,200,000.00 €
3	Rehabilitation and maintenance of North – South line	2004/2005	9,550,000.00 €
4	Motor Train Prishtinë – Fushë Kosovë – Prishtina Airport	2004/2006	3,000,000.00 €
5	Electrification of Railway Line Lapovo (S) - Fushë Kosovë (Kosovo)-Skopje (FYROM)	2005/208	37,000,000.00 €
6	New Railway Line Obiliq – Pristina	2005/2007	6,000,000.00 €
7	Building of Central Railway Station in Pristina	2005/2008	3,000,000.00 €
8	New Railway Line Prizren (Kosovo) - Rrëshen (Albania)	2005/2015	31,000,000.00 €



2. Proposed project #1 – Master plan for Railways -

- ✓ Ministry of Transport and Communications is interested to develop and rise Kosovo Railways in that level that these railways would fulfill European Standards. This requests
 - Creating of laws, regulations and other instructions according to European standards
 - Creating of Master Plan for development of Kosovo Railways
- Estimated budget: 500,000.00 €



2. Proposed project #2 – ‘Vegetables Train’ Project -

- ✓ South - West Kosova (river “Drini i Bardhë”) is known as one of the best farmers regions in Balkan for vegetable products (peppers, tomatoes, potatoes, watermelon, melon, grapes and others)
- ✓ ‘Vegetables train’ - project
 - Two railway stations (Xërxe and Krusha e Vogël) will serve as collection points for daily vegetable transport to Pristina Airport (distribution on EU market)
 - Needed:
 - two new stations
 - two storage facilities with big refrigerators
 - Investment in reparation of railway track, signaling and telecommunication equipments
- Estimated budget: 3,200,000.00 €



2. Proposed project #3 – Rehabilitation and maintenance of North – South Line-

- ✓ The war damages now are repaired, traffic is recently open, but the backlog in maintenance remains great
- ✓ Scope of project:
 - demand for ballast, machinery and spare parts for track maintenance
 - rehabilitation of 7 tunnels
 - rehabilitation of signaling, telecommunication and power supply equipment
- Requested budget: 9,550,000.00 €



2. Proposed project #4 – Shuttle motor train - Prishtinë – Fushë Kosovë – Prishtina Airport -

- ✓ Conurban and airport train shuttle service to combat congestion, road accidents and air pollution
- ✓ Project demands:
 - Rehabilitation of railway track from station Bardhi i Madh up to Prishtina (10 kilometers)
 - New 2 km rail track from entrance of airport up to airport building (optimized accessibility & comfort for train passengers)
- Requested budget: 3,000,000.00 €



2. Proposed project #5 – Electrification of Railway Line – Lapovo (S) - Fushë Kosovë (Kosovo)-Skopje (FYROM)

- ✓ Joint project (UNMIK Railways in Kosovo, Railways of Serbia and Railways of FYROM)
- ✓ Project demands:
 - Serbia: electrification from Railway Station Lapovo till the border with Kosovo in length of 163, 735 kilometers.
 - Kosovo: electrification from the border with Serbia till the border with FYROM in length of 148,546 kilometers.
 - FYROM: electrification from the borders with Kosovo till Skopje in length of 31,800 kilometers.
- Based on 250,000.00 €/km, investment costs will be around **37,000,000 €**



2. Proposed project #6 – 10 Kilometer New Railway Line – Railway Station Obiliq-Railway Station Pristina

- ✓ The possibility for new Railway Line that connects Station Obiliq (North Line) with “Future Central Station” Pristina (East Line) would be very important. This railway will enable traffic from Europe direct to Pristina station.
- ✓ The length of railway line would be around 10 kilometers.
- Investment costs for construction of this line are estimated around 6,000,000.00 €



2. Proposed project #7 – Building of Central Railway Station Pristina-

- ✓ Pristina as a capital city of Kosovo is one of bigger business centers in Kosovo.
- ✓ Building of new central station with all necessary links for multi modal transport will be very important for development of Kosovo Railways and development of Pristina as capital city.
- Investment costs for extension and building of Pristina station are estimated around 3,000,000 €



2. Proposed project #8 – New Railway Line – Prizren (Kosovo) – Rrëshen (Albania)

- ✓ The possibility for new Railway Line that connects Station Prizren in Kosovo with station Rrëshen in Albania would be in interest of all Balkans countries. This railway will connect Port of Durrës in Albania with Prishtina in Kosovo and Nish in Serbia. It means, connection of Pan – European corridor VIII with corridor X.
- ✓ The length of railway line in Albania would be 83 kilometers, while in territory of Kosova would be 17 kilometers.
- Investment costs for construction of this line are estimated around 31,000,000.00 €